

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS

HONGKONG, THURSDAY, MAR 12th, 1892.

THE SALE OF MANILA LOTTERY TICKETS IN HONGKONG.

Adverting to the question of the suppression of the traffic in the Manila Lottery Tickets in this Colony which the Hon. E. R. Baines is laudably anxious to see effected, it may be useful to consider in what way, if any, this is practicable. The advantages of a free port are great and manifold, and as exemplified in the case of Hongkong stand out very prominently defined. Through this freedom from Customs dues and restrictions an enormous shipping trade is here created, much of which would otherwise have passed by the port. Some great industries which we trust are the forerunners of others equally important have been established and flourish, and a large and thriving population has been collected in this crowded city of Victoria, which half a century ago had such very modest beginnings. Great wealth has been accumulated—and lately, we regret to add, lost—here, and will be made again. But even so good a thing as free trade, with all its beneficial consequences, may bring in its train some results not so desirable. For instance, it enables a certain amount of traffic in wares of an undesirable character, among which in this connection may be named the Manila Lottery Tickets. These tickets come by steamer from Manila probably in parcels, though a smaller number find their way to purchasers through the post. Now the Police, by searching the steamers on arrival, possibly lay hands on consignments of these tickets, but many would be sure to be smuggled ashore by passengers, while those dispatched through the post could not well be intercepted. Moreover there is little doubt that in the event the steamers being searched when in port, Chinese craft would go out to meet them and receive the prohibited tickets. The difficulties in even putting down the sale within the Colony will prove very great. The Chinese are the chief vendors of these tickets, and they are both cautious and wary. Of course by heaping up penalties upon the risk run by the seller is simply ruinous, the business may be checked to some extent, but so long as there are willing, indeed we may say eager, buyers there will be a ready supply. Probably the commission may be doubled or trebled to help cover the chances of confiscation and as indemnity for occasional terms of imprisonment, but there will be Chinese ready to run the hazard for the sake of profit and for mere love of gambling, which is inherent in most of them. That it is most desirable this drain on the monetary resources, now so attenuated, of the Colony should be stopped will be readily conceded, we imagine, by all respectable residents, whether European or Chinese, but the task will not prove an easy one. As, however, the Government have undertaken, like some other administrations, to make men virtuous not steady, they must take care that their legislation is what the Yankes would call hidebound, proof against ingenious foes, not so constructed that a coach can be driven through it. The famous Gambling Bill, to be effective, will have to be amended, and that in the sense of being made more repressive. It is obvious that, while we forbid the Weising and other Chinese lotteries, the Manila tickets ought not to be suffered free circulation among the community. And any legislation in the direction of regulating an evil which we always must maintain cannot be wholly suppressed is, we fear, now quite out of the sphere of practical politics.

THE HONGKONG GARRISON.

The arrival on the 7th instant of the Hongkong Regiment in the P. & O. steamer *Dombay* is an event of no little interest and importance to this Colony. By this addition to its strength the Garrison, if not brought up to a position to defend the island against all comers, is at least rendered capable of offering some resistance to invasion instead of being unable to face any respectable force that might be brought suddenly against it. The Regiment consists of a fine looking body of men, about a thousand strong, good fighting material, active, lithe, of good physique, and no doubt gifted with plenty of endurance. If they should ever be called upon to repel an invader they would be sure to give a good account of themselves. Their arrival brings the strength of the Garrison to something closely approximating to that given in the Army Estimates for 1892-93, and when the balance of the Indian Artillery, one company, arrive, the War Office will have redeemed its pledge to the Colony to reinforce the Garrison to such a point as to enable it to man the batteries that have been erected for its defence. It is true that the War Office has taken ample time to fulfil its promise, and meantime has drawn money before delivery; but better late than never, so long as it is not too late to avert disaster. It may be of some interest, at the present moment, to recall the circumstances which led to the increase of the Garrison. Prior to 1884 there were no fortifications of a permanent character or worthy of the name. Events had, however, by that time forced on the minds of the Military Authorities the necessity of making some provision for the protection of the coaling stations, a report was called for on the subject, and the Under-Secretary of State for War, in a despatch to the Colonial Office dated the 19th March, 1884, intimated that the report of the Inspector-General of Fortifications on the proposed defences had decided the War Office on first considering the defence of the naval stations of Singapore and Hongkong. The Inspector-General had stated in that report:—"Hongkong is probably underestimating circumstances the most liable to attack of all our important coaling stations. Its value to our Eastern trade is great that it should be made secure against such enter-

prises as may reasonably be anticipated." Accordingly a scheme of fortifications was decided on, the cost of the works (estimated at £25,625) to be borne by the Colony, and that of the armament (estimated at £37,500) by the Imperial Government. When, however, these came to be carried into effect the scheme was considerably expanded, and the works eventually cost the Colony what completed £116,000, while the armament cost the Imperial Government an outlay of £153,910. The latter also expended £20,017 in submarine mining buildings and £46,650 in submarine mining vessels and stores. Little was said at this time about the increase of the Garrison or of an addition to the military contribution, but it was intimated that a further communication on that head would follow in due course.

With regard to the increase of the Garrison the first idea, we believe, was to reinforce it with two batteries of Artillery and two regiments of the line. One additional battery of Artillery was sent out shortly after the fortifications were commenced, and the detachment of Royal Engineers was necessarily soon increased from about 25 men to a full company. A company of native Submarine Miners has been formed and attached to the Royal Engineers. But the question of materially augmenting the Forces was left in abeyance until the commencement of 1890, when Lord Kintyre, in a despatch to the Governor, communicated the intentions of the War Office on the subject. In this despatch he stated that it was intended to raise the Garrison to some three thousand of all arms and ranks, by the addition of two more companies of Indian Artillery and a regiment of Indian Infantry. At the same time he announced that the military contribution, which up to 1889 had been £20,000 per annum, an amount fixed on the basis of the cost of the Garrison being £160,000, would now be raised to £40,000 as the additions to its strength would bring the yearly cost up to £200,000. To this demand, small when compared to the £100,000 asked from the Straits Settlements, the Colonists would not have much to say, had the reinforcements been promptly despatched. But when the increased contribution was demanded on the faith of a promise there seemed at that time no intention of carrying early into effect, the Colonists were naturally very grumpy, and the general irritation was increased by the manner in which it was enforced, and the subservience shown by Lord Kintyre and the then Governor, Sir William Des Vaux, to the imperious demands of the War Office. However, all that is past now and is matter of history, but we hope that henceforward a rule will be adopted with regard to the military contribution of payment for results, that is to say that the Colony will be asked to pay its proportion not for the troops in the Garrison but for those actually in the field. According to the Estimates for 1892-93, the cost of the Garrison will be £40,000, the cost of the Straits Settlements £100,000, and the cost of the Hongkong Regiment the strength of which is now 1,000 men, will be £10,000 on paper, and there still remains one company of Indian Artillery, of 110 men, to arrive. But no doubt the remaining company will follow shortly and the Garrison will then be complete. The military contribution will be raised to approximately what was promised, a strength which ought to be most carefully maintained.

ROAD CONSTRUCTION IN HONGKONG.

Among the things that might have been deferred we are inclined to class the Macdonnell Road, now in course of construction and nearly completed. This road, starting from the back of the cardroom's lute on Garden Road, and to reach which a substantial arched stone bridge had to be made across the Kennedy Road Bridge, runs along the face of the hills half way between Kennedy and Bowen Roads. To carry it over the Tramway another bridge had to be erected, and a high embankment raised, while further on at the back of Union Church some stiff cutting had to be done and a third though smaller bridge built over the newly trained water course, and of the Mause. Of course this road opens up some valuable building sites, but unfortunately there is now no demand for land or houses, nor is there likely to be much inquiry for these sites for some years to come. We believe the work was initiated by the late Surveyor-General, and having been partially done, it was thought best, presumably, to have it completed. The road will of course afford another variety to pedestrians but as it follows the same course as the Kennedy and Bowen Roads and is in most respects inferior to both these popular walks its value in this respect will be trifling, more especially as it is practically a *cul de sac*. It is therefore rather a matter for regret that Mr. Baines should have squandered a portion of his time or of the public money on a work so little required. It would have been time to make the Macdonnell Road when there was a good prospect of the Kennedy road sites being taken up.

Had the money laid out on the Macdonnell Road been expended in making the proposed road from Plantation Road to Magazine Gap, on the northern face of the hills, it would have been devoted to a better purpose. This road has been approved, and was to have been commenced some time ago, but there is now, we understand, some talk of postponing it for want of funds or for some other reason. Such a decision could be regarded as a matter for regret. The proposed road, which would be about a mile in length, would not be expensive, and it would open up a new district with fresh building sites. It is true that further sites at the Peak are not required nor likely to be required for many years, if ever; but the road would improve existing property by making some of it more accessible. It would also furnish a new and splendid walk for Parkies, one that would probably also attract many pedestrians from the sultry shades beneath. A brief ride by tramway to the little station at Plantation Road would start the pedestrian on a pleasant and, for a time, novel road, terminating at Magazine Gap, whence a fine

road with easy gradients would tempt many to complete the journey down that way. In case of an attack on the island, moreover, this proposed road would prove of some strategic importance as it could be used to move troops in safety, being completely protected from observation from the south side. The cost of the road would not be very great, and it seems a pity that a public work calculated to give a large amount of immediate pleasure, if not of immediate profit, during the summer should be deferred.

THE OPIUM QUESTION.

The crowded meeting which assembled on the 24th March in the Indian Section of the Society of Arts, London, to hear the paper on the Opium Question read by Mr. G. H. M. Baines, of the Indian Civil Service, led perhaps to the most important discussion on this subject which has ever been held. The lecture first traced the history of the trade, then showed its value, which he gave at £18,100,000; demonstrated what would be the effect of its discontinuance on exchange, namely to cause a further heavy depreciation in the rupee; reviewed at length the history of the Indian trade in the drug; and, as to the effects of consuming opium in their different forms, showing that it is the abuse and not the use of opium which is harmful, and that moderate use is the rule, while excess is the exception. He then dealt with the proposals of the Society for the Suppression of the Opium Trade as to the actual practical steps to be taken to arrive at their object, showing their fallacy, and in conclusion he said, addressing the Secretary of the Society, who was present:—"You may make this a party question; you may win votes relying on the untried philanthropy of your fellow countrymen; you may, through Parliament, use the despotic power of the British Government to destroy one of the most valuable products of India and subject the people to new taxation in order to supply the loss of revenue now paid chiefly by the Chinese; you may deprive hundreds of thousands of her Majesty's Indian subjects of a prophylactic which enables them to resist fatigue, to sustain privation, and to save life; you may thereby increase suffering, sickness, and mortality; you may cover India with an army of preventive officers to watch another army of smugglers created to satisfy a natural demand of which you have suppressed the legitimate supply; you may harass the people by personal searches and domiciliary visits; you may thus create discontent amongst our native subjects and disaffection in the best forces of our native army. You may by unwarranted and unprecedented interference with their internal administration, and owing to the pecuniary losses both rulers and subjects will sustain, disgust and alienate the Native States of Central India and Rajpootana, our bravest and most loyal allies; you may drive the consumers of opium to alcohol and hemp; you may do all this, but you will never persuade the Chinese to follow in your footsteps, and abandon the ever-increasing culture of the poppy. In short, you may inflict on India a cruel injury the extent and consequences of which you are incapable of calculating; but you will fail in any way to benefit China unless you count it a benefit greatly to extend the cultivation of the poppy and the manufacture of opium within her borders."

An animated discussion took place, opened by Mr. SAMUEL SMITH, M.P., who brought up the old worn-out fiction that the first war with China was caused by opium. This slanderous misstatement brought up Sir THOMAS WADE, who promptly disposed of this libel on the British name. The Secretary to China, amidst the laughter of the meeting, showed how thoroughly Mr. Smith was at sea when quoting despatches by himself when Secretary of Legation, and then went into the history of the two wars with China, convincingly proving that opium had nothing to do with either, and that in the instructions given to Sir HENRY POTTER and Lord Elgin there was not a word about opium. A statement of Sir THOMAS WADE was fully confirmed by Mr. HENRY LAY, who was present when the negotiations were carried on at Tientsin. Mr. LAY said emphatically, with regard to the first war:—"In December 1839 I issued a proclamation, saying that after due consideration all trade with England should be at an end, and for a long time goods being imported under any other flag. It was that which produced the war." Sir THOMAS WADE frankly admits that opium smoking is an evil, but very soon says that so long as the habit continues, various means must be found to deal with it, and that the only way to deal with it is by the use of the individual. "There was a remedy. Nothing would eradicate what was so mischievous but the reform of the evil." He believed nothing but the evangelization of China would produce the reformation of the individual, necessary to accomplish that. He then pointed out that to do this successfully, they must send men of education who could influence the literary class, who could speak to them as scholars, not the type of missionary now despatched to China. Until that is done, he maintained, it will all end in failure. He then alluded to the views, either theological or moral, into China, as to attempt to Protestantize Ireland without having first converted the priests. Mr. ALFRED, the Secretary of the Anti-Opium Society, laid little to say in reply to the overwhelming weight of unimpeachable evidence brought by such authorities as Sir THOMAS WADE and Mr. LAY, but fell back upon missionary evidence as to the deleterious effects of opium smoking, and urged that the missionaries had no interest in deceiving their country. It is unfortunate for his argument, however, that so many of them should be known to be such persons, and efforts to blacken its fair name, possibly their conduct in this respect may be traceable, in some measure, to the historical saying of old WISDOM to Sir RUTHERFORD ALCOCK, when habited in the opium and the missionaries in the words:—"We will go well, but we will go with the Government."

The question was put to the Peking Government as to which of the two alleged influences they would rather see removed, they would unquestionably answer, the missionaries. Truth to tell the Anti-Opium advocates had a leg to stand upon, and made a very shrewd choice for their cause, when it was thus brought under the search-light of sober fact. After the meeting a great deal of discussion followed in the papers, to which Sir GEORGE BIRWOOD, Sir JOHN STRACHAN, Sir WILLIAM MOORE, Sir HENRY LAY, Mr. LAY, and GEORGE WADE have contributed valuable evidence in support of Mr. BAINES'S paper, while Mr. OCKENHAM, the Rev. STUART TURNER (former Secretary of the Anti-Opium Society), and Mr. M. GAZDAR have written freely against it. The only plain and honest personage who has been named with well intentioned persons have been named out of their pockets to support this quixotic and injurious crusade. Finally, Mr. B. BHOWASAZER, a native of India, writing to bear witness that opium in every country, whether of the East or West, is a considerable evil, nor the evil arising from that habit attained any marked proportion, unless the following pointed suggestion:—"If legislative interference with regard to one kind of intoxicants is more than another is required for India, it is with regard to the use of opium. It is a very serious evil, and it is a great truth in this. Very recently attention was called in the press to the enormous increase in the import of intoxicating liquors into India. One thing is certain. Before offering to extract the opium from the Oriental East, it is a very serious evil, and it is a great truth in this. Very recently attention was called in the press to the enormous increase in the import of intoxicating liquors into India. One thing is certain. Before offering to extract the opium from the Oriental East, it is a very serious evil, and it is a great truth in this. 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- 5—In 1595, 141 British ships, exclusive of river steamers, sailed to the East in 1591, carried 10,999 officers and 131 British, 17,474; American, 69; Australian, 1; Belgian, 2; Danish, 21; Dutch, 10; French, 37; German, 12; Italian, 14; Japanese, 1; Portuguese, 1; Spanish, 1; Swedish, 1; and 10 British officers belonged to the royal naval reserve.
- 6—The 1344 American ships, exclusive of the 1000 British, entered in 1341, carried 939,000 British Officers, all in America, Chinese and Japanese ocean ships.
- 7—2002 European constructed vessels entered the port in the year, of these 44 ships abroad 1000 British, 1000 Chinese, 1000 Japanese, 1000 Italian and 1000 to make a broad idea.

to the Colony: 61 ships entered 1,373 times or 13 times each and upwards, aggregating 1,290,443

8.—Examination of the following statement shows that the bulk of the ocean traffic is in British bottoms, whilst *per rata* very much the largest share of the distributing trade is under foreign flags. The German ships are shown separately to the foreigners, the total of German tonnage being more than that of all the

third of the British:—

EUROPEAN-CONSTRUCTED VESSELS EXCLUSIVE OF

Flag.	No. of vessels.	No. of times in port.	Total, Tonnage.
Belgium.....	26	Twelve	073 1,600,465
Denmark.....	30	10	073 353,687
Germany.....	27	10	073 253,687
Other European.....	19	surface	073 855,555
Total.....	442		1,323 4,100,395
British.....	37	Twelve	073 51,220
French.....	21	not	073 17,059
German.....	13	not	073 11,754
Total.....	61		127 79,033
Grand total 533.....			3,902 3,959,428

The new age of entry is therefore 5.8 per cent. less than in 1913. The amount of shipping from and to the various countries, show a slight decrease generally, but in the Siam, Coochin China and Malay trade, with an increased interest in that to the extent of 10 per cent. in 1914.

In foreign trade there is a decided increase in the value of goods imported and exported. In foreign trade there is a decided increase in the value of goods imported and exported.

Cochin China and Siam trades, attributable to the shrinkage in the junk trade, and the fall in

70.—As shown in the foregoing table, the junk trade in 1931 amounted to 37,276,655 tons, being a decrease from the previous year of 1,000,000 tons, or 2.6 per cent. The number of junks was 1,595 junks. The shrinkage in the foreign junk trade and amounts to 1,210 vessels aggregating 398,391 tons, against which the Japanese Government has been ordered to reimburse 2,845 vessels measuring 131,054 tons. The causes of this shrinkage have been indicated in a previous paragraph. Compared with the trade of 1930, about a decrease of 331,359 tons, or 11.2 per cent, with a total increase of 3,000,000 tons, or 8.1 per cent.

71.—The recurring subject of the interference of the Japanese Revenue Officers with the junk trade of the Chinese was only once brought to the attention of the League of Nations, in the form of an alleged violation of British waters near Hongkong (being trading junk) was boarded and searched and the crew of the junk was fined. The League of Nations has been called upon to settle the case, pending the final position of the League of Nations with respect to the conflict of interests involved.

money on the part of the junk, the question, within or without British waters was not ca-

12-4,295 steamers, 126 sailing vessels and 27,129 junks arrived during the year giving an average of 90 vessels arriving daily at the waters of the Colony as against 82 the year before.

Of the steamers 60 per cent were British, 30 per cent were of other nationalities, and 10 per cent were foreign. Of the Foreigners, 8 per cent were river craft, an increase of two per cent on the previous year.

STEAM-LUNCHES.

13.—On the 31st December, there were 13 steam-luncheon in the Harbour, of these 45 were licensed for the convenience of passengers, were privately owned, 3 were the property of the Colonial Government, 2 were of Foreign nationality and 1 was a floating ice-cream stand. There was considerable increase in the popularity of the W.

Department. During the year 8 launches were sold, one sunk and one condemned.

14.—There has been a slight increase in the numbers of Chinese leaving the Colony for periods other than those of China and Japan. The numbers to Hongkong have nearly tripled, increased to Mauritius, the Straits Settlements and Vancouver, decreased 25 per cent to the Francisco, and totally ceased to Bell.

1885.	1886.	1887.	1891.	1893.	1899.	1900.	1901.	1902.	1903.
77,517	61,922	82,897	90,125	47,816	130,000	55,450	55,450	55,450	55,450

IMMIGRATION.

1885.	1886.	1887.	1891.	1893.	1899.	1900.	1901.	1902.	1903.
77,517	61,922	82,897	90,125	47,816	130,000	55,450	55,450	55,450	55,450

REGISTRY OF SHIPPING.
15.—During the year 4 vessels of 2,629 tons w

[illegible]

August last, and has proved a boon to the class whose condition it was intended to ameliorate.

Permits" to 31st December last amount-
ing to 305 representing 13 exemptions.
32nd.—A law was found in the Ordinances
of the Government of the Straits Settlements
enacted in 1901, which empowered the Police
Magistrate in the case of a ship that had sailed
Sunderly without a permit that "coal, water,
sundry stores and equipment" were not ex-
empted, and, therefore, not within the scope of
the exemption. From that date two vessels have
been examined and the exemption has been
granted to each of them on the ground that
they carried no such stores or equipment.

Q.—**MR. CHAMBERLAIN.**
93.—11,794 were shipped and 12
discarded at the Shipping Office and on
board the ships during the year; this discrepancy is
due to the number of seamen shipped at the various
consulates of which we have no record.
94.—The number of ships that arrived dur-
ing the year, of these 65 were sent to the Un-
ion Kingdom, 10 elsewhere, 3 went and 190

961
i.e. were in the Government Civil Hospital, and
in the Lunatic Asylum. \$4,367.64 were

	Class of vessel.	Rate.	Tonnage.	To be paid.
Ocean steamer pay- ing full duty	25 cents	2,386	3,473,466	85,000
Passenger & Wing on launches	25 cents	352	15,916	396
Day steamer (night boats)	8 cents	691	635,335	4,100
Day steamer (day boats)	Per ton.	758	1,112,292	8,400
Total			\$4,930,158	200,896

27.—The three Light-house Steamers were maintained as usual during the year.

Principal Fishermen and engineers' wages, provided for by the San Pedro Light-house.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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Stockbrokers' Association of Hongkong.

QUOTATIONS FOR MAIL OF 12TH MAY, 1892.

Hongkong, 11th May, 1892, 4.00 p.m.

STOCKS.	CAPITAL.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	WHEN PAID.	CLOSING QUOTATION.
BANKS.									
Hongkong and Shanghai Bank- ing Corporation	\$10,000,000	80,000	\$125	\$125	\$6,380,000	\$30,988.58	80/- for 1-year ending 31st Dec., 1891	Feb. 29, '92	110 per cent. prem., sellers.
Bank of China, Japan & S'ia, Ltd.	\$2,000,000	109,875	\$210	\$25	\$223,629.13.7	\$2,020.16.9	1889 issue 2/ 1890 issue 1/3 \$8 per share	Mar. 7, '92 Feb. 14, '91	64, sellers. 22 1/2.
Do. Founders		1,250	\$21	\$21					
National Bank of China, Limited		10,000	\$210	\$25	First year.		First year		8 sh. 32 p. ct., dis.
Do. Do. (Founders)	\$1,000,000	10,000	\$210	\$25			None		\$200, buyers.
MARINE INSURANCES.									
Union Ins. Society of Canton, Ltd.	\$2,500,000	10,000	\$250	\$25	\$800,000	\$488,905	25 per cent. for 1890	Oct. 12, '91	\$88, buyers.
China Traders' Ins. Co., Ltd.	\$2,000,000	24,000	\$83.33	\$25	\$700,000	\$247,418	18 per cent. for year ending 30th June, '91	Sept. 18, '91	\$61, sellers.
North China Insurance Co., Ltd.	\$1,000,000	5,000	\$200	\$250	Tls. 200,000	Tls. 40,860.59	5 per cent. Int. for '90 & 9/8 Int. on Reserve	Apr. 29, '92	Tls. 28 1/2, sales & buyers.
Yangtze Insurance Association, Limited	\$300,000	8,000	\$100	\$100	\$340,000	\$61,665.65	\$5 per share	Mar. 12, '90	\$105.
Canton Insurance Office, Ltd.	\$2,500,000	10,000	\$250	\$50	\$650,000	\$311,107 estim.	Interim dividend 10 per cent. for 1890	Jan. 4, '92	\$100, sellers.
Straits Insurance Co., Limited.	\$3,000,000	30,000	\$100	\$20	\$25,600	\$214,615.09	5 per cent. for 1890	July 4, '91	\$18 1/2, sellers.
FIRE INSURANCES.									
Hongkong Fire Ins. Co., Ltd.	\$2,000,000	8,000	\$250	\$50	\$1,600,000	\$368,833	\$18 per share for 1890	Mar. 11, '92	\$275.
China Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$779,000	\$246,286.47	30 per cent. for 1890	Feb. 29, '92	\$82, sellers.
Straits Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$70,000	\$152,988.7	5 per cent. for 1890	Mar. 18, '92	\$16 1/2, sellers.
Singapore Insurance Co., Ltd.	\$3,000,000	30,000	\$100	\$20	\$37,582.78	\$36,874.54	None		\$2 1/2, sellers.
SHIPPING.									
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$1,600,000	80,000	\$20	\$20	\$9,000	\$201.38	4 per cent. for 1-year ending 31st Dec., '91	Feb. 1, '92	\$32 1/2, sellers.
Indo-China Steam Navigation Co., Ltd.	\$1,200,000	60,000	\$20	\$20	none.	\$882.6	5 per cent. for year ending 30th June, '91	June 1, '91	30 per cent. dis.
China & Manila S. S. Co., Ltd.	\$250,000	5,000	\$50	\$50	none.	Dr. \$3,245.10	None		\$27, sales & buyers.
Douglas Steamship Co., Ltd.	\$1,000,000	20,000	\$50	\$50	\$400,000	\$3,670.68	5 per cent. for year ending 30th June, '91	Sept. 28, '91	\$36, sales.
China Mutual S. S. Co. pref. shs.	\$240,000	10,000	\$24	\$24	\$85,000	\$2,934.17 1/2	Int. div. of 4 per cent. p. an. for 6 months to 30th June, 1891, on former constitution.	Oct. 24, '91	\$210. 25, sellers.
Do. Do. ordinary shares.		10,000	\$24	\$24			3 per cent. for 1-year ending 30th June, '91	Sept. 1, '91	\$140. 25, sellers.
Steam Launch Co., Limited	\$100,000	2,000	\$50	\$30	none.	Dr. \$3,770.56	Final div. of \$5 per share making \$11 for 1891	Mar. 21, '92	\$30, sales.
China Sugar Refining Co., Ltd.	\$1,500,000	15,000	\$100	\$100	none.	Dr. \$12,637.68	8 per share for 1890	Mar. 28, '91	\$30, sales.
Luzon Sugar Refining Co., Ltd.	\$700,000	7,000	\$100	\$100	none.	Dr. \$31,431.91	8 per share for 1890	Mar. 28, '91	\$30, sales.
MINING.									
Panama Pac. Oceanic Mining Co., Limited	\$600,000	60,000	\$10	\$10	none.	Dr. \$334,201.45	None		\$0 cts.
Société Française des Charbon- nages du Tonkin	Fcs. 4,000,000	8,000	Fcs. 600	\$131.53	none.	Dr. \$285,815.15	None		\$100. 10 cents.
Selama Tin Mining Co., Ltd.	\$575,000	115,000	\$5	\$5	none.	Dr. \$84,499.48	None		\$1, sellers.
Imuris Mines, Limited	\$225,000	200,000	\$21	\$21	none.	First year	None		\$1 1/2, sales & buyers.
Balmoral Gold Mining Co., Ltd.	\$150,000	15,000	\$10	\$10	none.	Dr. \$18,374.83	None		25 cents, sales.
Jebeu Mining & Trading Co., Ltd.	\$225,000	45,000	\$5	\$5	none.	\$17,076	7 per cent. 1-year end- ing 30th Aug., 1891	Oct. 15, '91	\$7 1/2, sales.
Raub Australian Syndicate, Ltd.	\$1,000,000	1,000,000	\$1	\$1	none.	Dr. \$47,109	None		50 cts., sales.
Société Française des Houill- lères de Touraine	Frs. 4,000,000	8,000	Frs. 500	\$500	none.	Dr. \$58,958.47	None		75 per cent. dis., sellers.
DOCK, WHARVES & GODOWNS.									
Hongkong & Wharves & Godowns, Limited	\$1,562,500	12,500	\$125	\$125	none.	\$13,205.01	7 per cent. 1-year end- ing 31st Dec., 1891	Mar. 1, '92	75 per cent. prem., sellers.
Hongkong & Kowloon Wharf & Godown Co., Limited	\$1,000,000	20,000	\$50	\$50	none.	\$15,439.84	Final div. 3 per cent. 7 per cent. for 1891	Aug. 2, '92	\$51 1/2, sales.
Wanchai Warehouse & Storage Co., Limited	\$260,000	2,600	\$100	\$37 1/2	none.	\$478.25	3 1/2 per cent. for 1-year ending 31st Dec., '91	Jan. 28, '92	\$40, buyers.
LAND, HOTELS & BUILDINGS.									
Hongkong Land Investment and Agency Co., Limited	\$5,000,000	50,000	\$100	\$50	\$1,250,000	\$32,406.61	Final div. \$2 1/2 per share making total div. of \$4 1/2 per cent. for 1891	Jan. 26, '92	\$60, sellers.
Kowloon Land & B'ldg Co., Ltd.	\$500,000	6,000	\$50	\$30	none.	\$287.18	60 cents	July 20, '91	\$9, sellers.
West Point Building Co., Ltd.	\$225,000	12,500	\$25	\$40	none.	\$1,574.17	60 cents	July 20, '91	\$23, sellers.
Hongkong Hotel Co., Limited	\$300,000	6,000	\$50	\$50	none.	\$709.90	10 per cent. for 1-year ending 31st Dec., '91	Sept. 7, '91	\$40, nominal.
Do. (new issue)	\$500,000	6,000	\$50	\$37 1/2	none.		20 cents p. share 1-year ending 31st Dec., '91	Sept. 7, '91	\$50, nominal.
Austin Arms Hotel & Building Co., Limited	\$200,000	4,000	\$50	\$50	none.	Dr. \$18,638.62	None		\$7. In liquidation.
Park Hotel & Trading Co., Ltd.	\$200,000	4,000	\$50	\$50	none.	Dr. \$4,392.84	None		\$7. In liquidation.
Humphreys' Estate & Finance Co., Limited	\$120,000	12,000	\$10	\$10	\$20,000	\$2,190.11	14 per cent. for 1891	Mar. 25, '92	\$18 1/2, sellers.
Do. Deferred	\$120,000	12,000	\$10	\$10					\$18 1/2, sellers.
MISCELLANEOUS.									
Green Island Cement Co., Ltd.	\$1,000,000	20,000	\$50	\$30	none.	Dr. \$61,789.19	None		\$8, sellers.
China-Borneo Co., Ltd. in liq.	\$750,000	7,500	\$100	\$55	none.	Dr. \$257,624.36	None		\$7, sellers.
A. S. Watson & Co., Limited	\$500,000	50,000	\$10	\$10	\$14,000	\$15,338.47	First dividend of 7 per cent. for 1891, total 14 per cent. p. an.	May 10, '92	\$15.80 ex div., sales par, nominal.
Hongkong Trading Co., Ltd.	\$400,000	20,000	\$20	\$5	none.	\$489.54	6 per cent. for 1890	April 1, '91	\$50, sellers.
H. G. Brown & Co., Ltd.	\$300,000	6,000	\$50	\$50	none.		Final div. \$1 per share equal to 6 p. ct. for '91	April 20, '92	\$34, sales & buyers.
Hongkong Electric Co., Limited	\$200,000	30,000	\$10	\$8	none.	Dr. \$6,879.79	None		\$2, in liquidation.
Labak Planting Co., Ltd.	\$220,000	5,000	\$50	\$50	none.	Dr. \$90,604.73	10 per cent. for 1890 and 2 1/2 p. cent. bonus	Aug. 9, '91	\$120, sales.
Hongkong and China Gas Co., Limited	\$40,000	7,000	\$20	\$20	\$14,226.47	\$1,934.14.8	86 per share for 1891	Nov. 12, '92	\$108.
Hongkong Rope Manufacturing Co., Limited	\$150,000	3,000	\$50	\$30	\$25,000	\$1,099.97	6 per cent. for 1891	April 2, '92	\$14.
Geo. Fenwick & Co., Limited	\$150,000	6,000	\$25	\$25	\$1,000	\$544.76	Final div. 15 per cent. making 24 per cent. for 1891	Feb. 12, '92	\$70, sellers.
Hongkong Ice Co., Ltd.	\$125,000	5,000	\$25	\$25		\$459.60	None		\$45, sellers.
Hongkong High Level Tramways Co., Limited	\$125,000	1,250	\$100	\$100	none.	\$2,084.86	None		\$10, nominal.
H'kong Brick & Cement Co., Ltd.	\$100,000	4,000	\$25	\$15	none.	Dr. \$28,657.89	3 per cent. for 1891	Feb. 16, '92	\$8 1/2, buyers.
Dairy Farm Co., Ltd.	\$100,000	10,000	\$10	\$10	none.	\$416.90	None		\$8, buyers.
Crischank & Co., Ltd.	\$30,000	1,000	\$50	\$50	none.	\$646	5 per cent. for 1891	Mar. 14, '92	\$65.
H'kong & China Bakery Co., Ltd.	\$50,000	500	\$50	\$50	none.	\$224.89	None		\$4, sellers.
Campbell, Moore & Co., Ltd.	\$12,000	1,200	\$10	\$10	none.				
LOANS TO IMPERIAL CHINESE GOVERNMENT.									
Chinese Govt. 8 per cent. Silver Loan 1884	H.K. & S'hai Banking Cor.	\$1,594,700	\$500	679			15 Oct. each year until 1892		14 per cent. prem. buyers.
Do. 7 per cent. Do. 1886	Do.	Tls. 787,200	Tsals 250	2,826			31 Mch. and 30 Sept. each year until 31 March 1917.		10 per cent. prem. buyers.
DEBENTURES.									
H.K. Hotel Co. 6 1/2 % Mortgage D'faren 1889	Do.	(1) \$400,000	\$500	600			Half yearly, on 10 April and 10 October.		par.
Hongkong & Kowloon Wharf & Godown Co. 5 1/2 % Debentures of 1891	Do.	\$500,000	\$250	2,000			Half yearly, on 1 April and 1 October.		par.
China Merchants S. N. Co. 7 1/2 % Mortgage Debentures	Do.	(2) \$300,000	\$2100	1,190			Quarterly on 1 Sept. 1 Dec., 1 March & 1 June.		1 per cent. prem., buyers.
Société Française des Charbonnages du Ton- kin 8 1/2 % Debentures	The Company	\$500,000	\$100	all			1896 or earlier at option of Co. on 6 months' notice.		par.
Green Island Cement Co., Ltd. 8 1/2 % Mort- gage Debentures	Do.	\$50,000	\$100	all			Half yearly, 30 June and 31 December.		par.

(*) Equalization of Dividend Fund. (†) Depreciation and Insurance Fund. (‡) Reserve and Depreciation Fund. (§) Fixed reserve Fund.
(1) Outstanding \$300,000. (2) Outstanding \$195,000.

Hong Kong Daily Press.

ESTABLISHED 1857.

NO. 10,000

號八十九百六零一第

日六十月四年八十緒光

HONGKONG, THURSDAY, MAY 13th, 1892

四拜禮

號二十月五年五英西曆

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to "The Manager," only, and specific business matters to the Editor. Advertisements must be submitted by the advertiser, and not by a third party, and must be accompanied by the cash or order for the same. Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address Press. Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET.

THE FIRST FLOOR of the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, suitable as Office. For terms apply to the BANK. Hongkong, 12th May, 1892. [1080]

TO LET.

NO. 4, WOODLANDS TERRACE (Corner House). Apply to LINDSEY & DAVIS. Hongkong, 12th May, 1892. [1061]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG, INCORPORATED.

NOTICE TO MEMBERS.

A SOCIAL MEETING of the MEMBERS will be held in their Rooms 16, PRIMA CENTRAL, on MONDAY, the 14th inst., at 8 P.M. By Order of the Committee. JOHN W. KINGHOEN, Hon. Secretary. Hongkong, 12th May, 1892. [1079]

NOTICE.

IN accordance with the Regulations of the LANDLORDS' and other Inhabitants of HONGKONG COLONY, notice is hereby given that the HONGKONG COLONY DEBTS, such Debts will NOT be DISCHARGED. If after this notification the Inhabitants shall suffer Solvents of the Hongkong Colony to contract any Debts with them it is at their own peril. The Officers of the Regiment are hereby notified to Discharge Debts of E. G. BARROW, Major, Hongkong, 12th May, 1892. [1083]

HONGKONG RIFLE ASSOCIATION.

THE SHORT RANGE SUBSCRIPTION CUP and SPOONS will be shot for on SATURDAY, the 14th inst. Range—500 and 600 yards. Time, 9 P.M. ED. ROBINSON, Hon. Secretary. Hongkong, 12th May, 1892. [130]

KELLY & WALSH, LIMITED.

Photos of Drowning, the Murderer. "On Account of the Concern" by Henry H. Follock. A Statement, with Cases on the question as to "what form of contract will render an agent personally liable as principal," of special use to Brokers. \$1. New Inquiry. Bill Book. 1892. The Royal Geographical Society's "Hints to Travellers." The Three Fates, by Mrs. Abbot. Barker's Fate and Figures for 1892. Dixon Kemp's Manual of Yacht and Boat Sailing. Von Moltke on the Franco-German War. Electricity in the Service of Man. The Humane Educator and Reformer. The Ordinances of Hongkong; Concise Edition, 2 vols. Edited by A. J. Lucas, Barrister-at-Law. Elements of Metallurgy. How to become quick at Figures. Things Chinese, by J. Dyer Ball. Things Japanese, by H. Hall Chamberlain. Murray's Guide to Japan. Japanese Jingles. Hung Lee Wang, or the Dream of the Red Chamber, translated by H. B. Stewart. The Philippine Islands, by John Foreman. The Real Japan, by Henry Norman.

SWAN MOUNTAIN PENS.

KELLY & WALSH, LTD., HONGKONG.

W. BREWER.

Has just received Champion "cannon" Balls and Tennis Balls, Note, &c. &c. Handmade Bored Birthday Cards. A large Collection of New Pictures, Engravings, Chromes, Etchings. Chromographs to represent Stained Glass Windows, charming effect for sunny rooms, at very small cost. Captain Natty Cut Tobacco, Best and Coolest Tea on the Market. Ladies' Oil Cases and Oil Books. Artistic Flower Pot Covers. New Exchange Book 2/6 to 3s. Waterloo's Multiplex Copying Ink. The English Handy Atlas of the World, an excellent Atlas quite up to date.

WALTER W. BREWER, UNDER HONGKONG HOTEL.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FOKIEN."

Captain Davis, will be despatched for the above Ports TO-MORROW, the 13th inst., at noon. For Freight or Passage, apply to DOUGLAS LA FRAIE & Co., General Managers. Hongkong, 12th May, 1892. [1082]

FOR ILOILO DIRECT.

THE Steamship

"MICHAEL JENSEN."

Captain Matheson, will be despatched for the above Port TO-MORROW, the 13th inst., at 5 P.M. For Freight or Passage, apply to G. O. R. STEVENS & CO. Hongkong, 12th May, 1892. [1077]

NOTICE TO CONSIGNEES.

RE. "STRATHLEVEN."

FROM NEW YORK AND SINGAPORE. COGNAC. The cargo is hereby informed that all Goods with the exception of Kerosene Oil are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, at Kowloon, whence and from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent. All claims against the Steamer must be presented to the Underwriter on or before the 13th inst., or they will not be recognized. All claims, claims, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 8 P.M. No Fire Insurance can be effected. Bill of Lading will be countersigned by DODWELL, CARILL & Co., Agents. Hongkong, 12th May, 1892. [1097]

NEW ADVERTISEMENT.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"STRATHLEVEN."

Captain Carmack, will be despatched for the above Ports TO-MORROW, the 14th inst., at noon. For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 12th May, 1892. [1087]

AL FRESCO FETE.

A N AL FRESCO FETE will take place TO-DAY (THURSDAY), the 12th inst., at 9 P.M. at the COMPOUND of the ROMAN CATHOLIC CATHEDRAL in aid of the POOR under the charge of the SOCIETY OF ST. VINCENT DE PAUL. Tickets of Admission at \$1 each, which will include admittance to the Theatrical Performances and Panorama, will be sold at the Gate on the Night of the Fete. Hongkong, 12th May, 1892. [1066]

SPECIAL NOTICE.

TERMINATION OF LEASE.

IN consequence of the Lease of one Premises terminating at the end of JUNE, we shall until that time offer the

WHOLE OF OUR STOCK

at a

GREAT REDUCTION,

so much as that it will be greatly to the advantage of all intending Purchasers to visit our Store before buying elsewhere.

HONGKONG TRADING CO., 20, Queen's Road. Hongkong, 6th May, 1892. [1014]

SOCIETE FRANCAISE DES HOUILLES DE TOURNAI.

THE ORDINARY ANNUAL GENERAL MEETING of the SHAREHOLDERS will take place at 4 P.M. on MONDAY, 31st May, 1892, for the purpose of

1. Receiving the Reports of the Directors, 2. Electing the Board of Directors, 3. Electing the Board of Auditors, 4. Electing Directors and the Auditors, 5. Renewing the permission given to some Directors to do business with the Society.

Shareholders wishing to be represented are requested to deposit their Shares with Messrs. ULSTER & CO. at the SHAREHOUSE, or the Underdesigned.

By Order, ARNOLD, KARBURG & CO., Agents. Hongkong, 10th May, 1892. [1068]

THE AUSTRALIAN SYNDICATE, LIMITED.

IT is hereby notified that Resolutions have been passed by the Board of Directors at HEAD OFFICE, SYDNEY, and by the Local Board of Directors in HONGKONG, that SHARES in respect of which Calls already made are not paid at the COMPANY'S REGISTRATION OFFICE, QUEEN STREET, B, HONGKONG, or at the COMPANY'S BRANCH OFFICE, 3, RAFFLES PLACE, SINGAPORE, on or before the 31st day of MAY, 1892, will be liable to be FORFEITED.

By Order, G. A. DERRICK, Local Secretary. Singapore, 2nd May, 1892. [1069]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS OF TWENTY PER CENT. on CONTRIBUTIONS for the year 1891 has this Day been Declared. Vouchers may be had on application at the above Office on and after the 5th proximo.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited, Hongkong, 29th April, 1892. [979]

CARBOLINEUM-AVENARIUS Used for 15 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, SCHUELE & Co., Hongkong, 25th January, 1892. [123]

G. GIRAUULT, 8, Queen's Road.

WINES.

SHERRIES.

CHAMPAGNE—Pale dry—\$ 6.00 \$ 6.00

VINO DE PASTO—An Old Matured—8.00 0.75

MARSALE—Very Delicate—10.00 0.80

CHAMPAGNE—Extra full bodied—12.00 1.10

AMONTILLADO—Very Superior—14.00 1.25

PORTS.

RICH FRUIT, with rich Character, Yellow Seal—8.00 0.75

A FINE WINE, rather Delicate, Green Seal—10.00 0.80

A DELICATE, TAWNY WINE, Black Seal—12.00 1.10

A LIGHT, TAWNY, DRY WINE, Blue Seal—14.00 1.25

MARSALE.

A SUPERIOR WINE—8.00 0.75

JAMES DE LA FRONTIERA—15.00 1.50

LIQUEURS.

BENEDICTION, CHAMPAGNE Yellow and Green, PEPPERMINT Green and White, COGNAC, MARASCHINO from Zora, and assorted Others. Apply to G. GIRAUULT, 8, Queen's Road. Hongkong, 21st April, 1892. [1239]

B. KRESSMANN, BORDEAUX.

INTIMATIONS

THE Underdesigned have been appointed Sole Agents for Hongkong and China for the KINNEY BROS. New York branch of the AMERICAN TOBACCO TRUST COMPANY'S well-known brands of "SWIFT," "CIGARET," "STRAIGHT CUT," "FULL CIGARET," "CIGARETTE," and "TOBACCO." ARNOLD, KARBURG & Co., Hongkong, 12th July, 1891. [1715]

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED FIRST DELIVERIES OF

NEW ART MUSLINS from 15 cents a yard

NEW MADRAS MUSLINS.

NEW SUMMER CRETONES.

NOTTINGHAM LACE CURTAINS.

ONE THOUSAND PAIRS from \$2.00 per Pair.

ALL LAST YEAR'S PATTERNS GREATLY REDUCED.

An entirely New Stock of DRESSING and HOUSEHOLD LINENS. GUILDFORD TIPPIN and TEA CLOTHS, &c., &c.

LANE, CRAWFORD & CO., Hongkong, 12th April, 1892. [102]

BRANDIES.

JULES COGON CHAMPAGNE BRANDY. SPECIALLY SELECTED C.M. & CO. "ONE STAR." SPECIALLY SELECTED C.M. & CO. "TWO STAR." SPECIALLY SELECTED C.M. & CO. "THREE STAR." HENNESSY'S "THREE STAR." EXTRA VERY FINEST. VERY OLD LIQUEUR BRANDIES.

Sole Agents in Hongkong and China for ROUTE, GUYARD & Co. & MARS BERNARD & ROGEE, CALDERON, MACHETON & Co., 18, Queen's Road. [1043]

W. POWELL & CO.

BRASS and IRON BEDSTEADS and COTS. TRAVELLING TRUNKS, GLASSWARE, BAGS, SOILED LINEN BAGS, HOLIDAY, FIFTEEN, CROCKERY, and GLASS WARE.

W. POWELL & Co., Hongkong, 25th April, 1892. [102]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAIT TO LONDON VIA SUEZ CANAL.

ARRANGEMENTS have been made for the convenience of PASSENGERS on the COMPANY'S EXTRA STEAMER Captain P. W. Case, proceeding to LONDON via SUEZ CANAL, and leaving Hongkong about the 17th May. For Particulars as to rates and accommodation, apply to H. H. JOSEPH, Superintendent. Hongkong, 29th April, 1892. [1029]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous coal of dark reddish color. For steam purposes, it has been pronounced to be THE BEST and the MOST ECONOMICAL of ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THE COAL.

Attention is called to the following ADVANTAGES TO SHIP OWNERS and Captains who Coal their Boilers direct from the underdesigned:

1. Freshness of the coal. 2. Uniformity of quality. 3. Freedom from impurities. 4. Supply in any quantity on shortest notice. 5. Quick despatch. 6. Best of weight, etc., etc.

MITSU RUSSAN KAISHA, Sole Agents. Hongkong, 6th April, 1892. [1047]

NAPLES JOHNSTON'S SQUARE BOTTLE WHISKY.

The sale of this good Scotch Whisky increases month by month; it is of superior quality and of CUTLER, PALMER & Co.'s Selection. Sole Agents for Hongkong, LANE, CRAWFORD & Co., Hongkong.

FOR SALE.

HOOKS

LAUBENHEIMER \$ 4.50 1 doz. gts. GRAACHER \$ 6.00 " " BRANNEBERGER \$ 7.00 " " ZELTINGER AUSLESE \$ 8.00 " " SCHARLACHERBERGER \$ 9.00 " " NIERSTEINER BERG \$ 10.00 " " RUDESHIMER \$ 11.00 " " LIEBERAUMILCH \$ 12.00 " " Apply to EDUARD SCHUELE & Co., Agents. Hongkong, 31st October, 1891. [922]

D. R. KNORR'S ANTI-PYRINE.

(Dose for Adults 15 to 35 grains (try).)

It is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and every other complaint. It is also the very best Antipyretic. The rooms modeled by the Medical Faculty. To be had at every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTI-PYRINE! Each Tin bears the inventor's signature, "DR. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations! [972]

PORTLAND CEMENT.

J. B. WHITE & BROS. Sole Agents for China. HOLLIDAY WISE & Co., Hongkong, 11th April, 1892. [970]

INTIMATIONS

NEW YORK LIFE INSURANCE COMPANY.

Funds: \$23,815,080. New Business for 1891 exceeds \$30,000,000. Heavy Endowment in Real Estate. New Plan Life Policies on European Lives in China. BIRLEY, DAIRYMPL & Co., Agents in ARNOLD, KARBURG & Co., Hongkong, 31st March, 1892. [1022]

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J. B. WHITE & BROS. Sole Agents for China. HOLLIDAY WISE & Co., Hongkong, 11th April, 1892. [970]

INTIMATIONS

MOUTRIE, ROBINSON & CO.

PIANOS.

ORGANS.

HARMONIUMS.

BABY ORGANS.

VIOLINS.

BANJOS.

GUITARS.

MANDOLINES.

BRASS INSTRUMENTS.

CLARINETTES.

OBOES.

TRUMPETS.

RUGLES.

INSTRUMENTS OF EVERY KIND.

Shew Music and Folios of every description.

MOUTRIE, ROBINSON & CO. (Under Hongkong Hotel), Hongkong. Hongkong, 12th March, 1892. [1024]

BRANDIES.

CROIX DE GENÈVE. CROIX DE LA LÉON D'HONNEUR. CROIX DE LA TOISON D'OR. HONGKONG, 22nd February, 1892. [1026]

AUCTION.

IN THE COLONIAL COURT OF ADMIRALTY OF HONGKONG.

SUIT No. 3 of 1892.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, PLAINTIFFS.

THAT THE "TONG KONG" (a steamship) was chartered by the Plaintiff to the Defendant, and was damaged by the Defendant's negligence, and the Defendant is liable to pay the Plaintiff the sum of \$10,000.

THE Underdesigned will (pursuant to a Commission for Sale issued hereto) SELL by PUBLIC AUCTION, TO-DAY (THURSDAY), the 12th day of MAY, 1892, at 3 P.M., at the Supreme Court House (unless previously sold by private treaty), the

Iron Screw Steamship "TONG KONG," gross tonnage 1,094, net register tonnage 1,563, as she now lies at the Hongkong Harbour, without Cargo, Coal, or Stores.

The Vessel was built by Messrs. Raydon & Dixon at "Widdie" in 1875, and is classed 100 A1 at Lloyd's Register.

Length 276 feet 3 inches, breadth 34 feet 1 inch, depth 25 feet 6 inches. As fitted with one compound engine of 220 h.p., nominal 300 h.p. cylinders, built by Messrs. Richardson & Sons in 1874, diameter of cylinders 48 in., 1 in. 78, stroke of piston 30 in.

Two cylindrical funnels built from boilers built by Richardson & Sons in 1875. Working pressure 65 lbs. per square inch.

The engines and boilers were put in thorough repair and passed survey in Hongkong in February, 1892.

She has a collision bulkhead and 3 watertight compartments.

Total deadweight capacity, bunkers excluded, say 1,0

BROWN, JONES & CO. "AMERICAN AND ITALIAN MARBLE CROSSES." HEADSTONES AND COLUMNS In the Interior.

Prices moderate. Work promptly done.
Satisfaction Guaranteed.

A. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.

We have attention to the following brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus insuring to supply the best quality of wine at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial order for quality desired.

PORTS. (For Invoice and General use.)

Case. Per Bot.	
A. Alto Douro, good quality, Green Cap.	12 1/2
B. Vinho, superior quality, Red Cap.	12 1/2
C. Fino Old Vintage, superior quality, Black Seal Cap.	12 1/2
D. Very Fine Old Vintage, extra superior, Violet Cap.	12 1/2

SHERBETS.

A. Delicate Pale Dry, dinner wine, Green Cap.	6 0/6
B. Superior Pale Dry, dinner wine, Green Seal Cap.	7 5/6
C. Maudslayi, Pale Natural Sherry, White Cap.	10 1/6
D. Superior Old Dry, Natural Sherry, Red Seal Cap.	10 1/6

CLARETS.

A. Superior Breakfast Claret, Red Cap.	8 1/2
B. St. Emilion, Red Cap.	8 1/2
C. St. Julien, Red Cap.	7 5/6
D. La Rose, Red Cap.	11 1/6

MADEIRA, PORT & CHAMPAGNE.

A. Superior Old Port, Red Cap.

B. Superior Very Old Port, Red Cap.

C. Superior Old Port, Red Cap.

D. Superior Old Port, Red Cap.

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CJ. Superior Old Port, Red Cap.

CK. Superior Old Port, Red Cap.

CL. Superior Old Port, Red Cap.

case for the defence, as presented by the Colonial Secretary in an able speech, seemed to them irreducible and entirely satisfactory, but none the less do we deplore that having a giant's power they should have used it like a giant, and thus betrayed to the community how dimly they are governed.

This regret is deepened by the conviction that has grown up in the minds of the public that in the person of Sir William Robinson the Colony possesses a Governor anxious to assist in any movement calculated to aid its growth or the development of its commercial interests. Yet here in the first real conflict between officialdom and economy, whereby official interests seem in some degree to be jeopardized, we find His Excellency vacillating, but none the less openly and uncompromisingly supporting the official position.

The statement of reasons given with so much cleverness and confidence by the Hon. G. T. M. O'Brien will, however, commend itself to the common sense of the community. The Colonial Secretary has not, we fancy, yet had time to make himself thoroughly acquainted with the history of even recent legislation, and his experiences in other colonies, though doubtless very valuable, hardly entitle him to speak with the unhesitating decision shown in his oratorical effort on the 9th inst.

He did right of course to bring into prominence the Governor's intentions to effect retrenchment and direct the practice of economy in administration, and these intentions will be generally appreciated; but when he asks us to believe that the scale of salaries in this Colony is by no means excessive we must really join issue with him. Compare, for instance, the salaries paid here with those given in Mauritius, and it will be found in most cases that they are from thirty to forty per cent. higher. We are sorry to learn from Mr. O'Brien that he is at the present moment worse off pecuniarily than he was fifteen years ago. He has arrived at this conclusion, we presume, by reckoning his salary in sterling, and it is to be feared few persons in the Far East making a similar calculation will not arrive at a similar result. But that is an incident in life which we have to submit for the present, and may be left out of sight in considering the question of official salaries.

Two years ago they were injudiciously raised all round, or nearly all round, by an addition of 50 per cent. The apportionment of this increase was not made very systematically and caused some heartburning, several officials being either left out in the cold altogether or receiving a lower rate of increase than others who were no better entitled to it. This increase was proposed in view of the alleged increased cost of living, based on the rise in rents which about that time had taken place. The pretext has now, however, entirely disappeared; rents are actually lower than they have been at almost any time, houses at the Peak can be obtained at a nominal rent, and there is no difficulty in securing suitable dwellings either in Victoria or Kowloon. The cost of living has also decreased, and spite of the hop in exchange nearly every article of food or use can be purchased here cheaper than at home. Most provisions are as cheap, fish, meat, and vegetables especially, as in England, and even clothes can be procured here at a lower cost unless the wearer be very fastidious. In fact, owing to more frequent and rapid competition in trade, coupled with the absence of duties, prices of almost every imported commodity have fallen to nearly 1/2 level of those charged in the United Kingdom. Indeed, it is not too much to say that persons with a moderate income can live here now in more comfort than the same sum would command at home.

Turning from the general view of the matter to the terms of Mr. WATERMAN's motion, we cannot resist a belief that His Excellency the Governor will come to see later on that he has been ill advised in not peremptorily declining to discuss the question. The motion did not bind the Government to definite action; it merely asked for a Commission to inquire and report on a subject of great interest and importance. It might have happened, as the Colonial Secretary seemed to think, that the result would be lame and useless; but on the other hand it might have led to some most useful and desirable changes both in the direction of economy and administrative reform. There can be no doubt that certain officials who might be abolished altogether, and it is possible that yet others might be detached from posts with which they should never have been united. Who can for overmoment defend the maintenance of such salaries as that of the Assistant Harbour Master, or who will venture to deny that Mr. Wise discharged the duties of the two Police Magistrates with equal efficiency and ease? Again, is there any one who will contend that, as a matter of right and justice, the great educational institution now known as Victoria College, which has been built up with so much care and labour, which occupies a princely building, erected at an enormous cost, and which exists almost solely for the benefit of the Chinese, should not now be made to pay its own expenses? If the excellent education there imparted is worth having it is worth paying for, and the fees would, if raised to the self-supporting point, be still very low for the advantages secured, since there would be no interest charged on the cost of the building. With regard to the actual necessity for retrenchment, which Mr. O'Brien so vigorously combats. We have, it is true, an estimated surplus of a considerable amount, but this will be materially reduced by the fall in the value of the Opium Farm, the estimate of proceeds from land sales is unlikely to be realized, and that from stamps is at best doubtful. We have seen, unfortunately, during the last few years with what fatal facility large margins melt away, and we sadly fear the estimated surplus will at the end of the year be shown of its fair proportions and present a very attenuated amount. The Colonial Secretary thinks we are lightly taxed, but that is more securing than real, for the incidence of the taxation is not fairly distributed. Reckoned per head it does seem light, but when the actual number of those who contribute practically

nothing to it, the tens of thousands who pay not but house tax or stamp tax, be borne in mind, it will be seen that the burden the taxpayer proper has to bear is much heavier than at first appears. While agreeing most fully in Mr. O'Brien's ideas with respect to a loan for public works and the equity of making posterity contribute some portion of the cost of the heritage we bequeath to it, we must at the same time, bearing in mind the present depressed condition of the Colony, emphatically insist not only on the necessity for the exercise of economy but also of retrenchment. And for this reason we hope that the Government will on no other consideration see fit to appoint the Commission so reasonably asked for by the unofficial members of Council.

The British gambel *Penguin* left here yesterday for Shanghai.

The Superintendent informs us that the P. & O. steamer *Malacca* left Shanghai for this port yesterday morning.

The *Agusta* (Messrs. D. Sassano, Sons & Co.) inform us that the steamer *Japan*, from Calcutta, left Singapore for this port on the 10th inst.

The *Poschov* *Boho* of the 7th inst. states that since its last issue a further sum of \$300,000 has been sent up country for the purchase of new season's tools.

The Russian cruiser *Medvedev* arrived at Shanghai on the 10th inst. from Vladivostok via Nagasaki. She was expected to leave for Hong Kong on the 11th inst.

The Spanish cruiser *Reina Cristina*, Captain Delgado, with Admiral de Valdes on board, and the *Alfonso XIII*, Captain Don Yglesias, left Amoy on the 10th inst. for Japan.

We would remind our readers of the *Al Fresco* entertainment to be given to-night in the company of the *Comet*, Catholic Cathedral in aid of the charities of the Society of St. Vincent de Paul.

The *Strait Times* of the 2nd inst. says:—The P. & O. steamer *Comet*, chartered by the Admiralty, to convey a naval detachment to China, is expected to pass through Singapore next week.

We are advised by the Secretary of the P. & O. steamer *Comet*, that the *Comet* has arrived, and will leave for Hong Kong on the 10th inst.

The *R.M.S. Empress of India*, Capt. O. P. Marshall, from Hong Kong, will arrive at Shanghai on the 10th inst. for Nagasaki, Kobe, Yokohama, and Vancouver.

The *Chungking* correspondent of the *Mercury* says that a Japanese police constable there has been dismissed from the service, and two Japanese consuls have been reported from Chungking by the *Mercury* as having been arrested at that port, for seriously assaulting some natives during a recent street brawl.

Another large firm of native goods manufacturers at Canton, who have been compelled to close their doors, and are declared insolvent. The *Mercury* says their losses amount to nearly \$100,000.

The *Mercury* says that the *Empress of India* is being chartered by the Admiralty for the purpose of conveying a naval detachment to China, and is expected to pass through Singapore next week.

A Shanghai native paper states that the *Comet* has arrived, and will leave for Hong Kong on the 10th inst.

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VESSELS

THE BRANCH MAY.
 Mr. William Steadman, Singapore.
 Will be in the office of Post Office
 No. 10, on the 10th inst. at 6 p.m., and
 at 11 a.m. on or about Tuesday,
 14. This Packet brings notices to
 be paid from Hongkong on March
 15th, 1866, to the 1st of April, 1866.
 Canadian Pacific Railway Co.
 of New York, sailed from Vancouver
 and China on the 27th April.

MERCHANT STEAMERS.
 P. & O. steamer *Brindisi* left
 1st inst. on the 6th, and is due
 1st inst.
 P. & O. steamer *Malacca* left
 1st inst. and is due here on the 11th
 inst. C. S. Co's steamer *Albatross*
 on the morning of the 11th inst.
 expected here on or about the 18th
 inst.

POST-OFFICE NOTICE.
 DELIVERY closes at Post

[illegible]

A.M. - Postings of newspapers, patterns closed.
 A.M. - Mail closes.
 LETTERS may be posted (with 10 cts. late fee) up to when late fee may be sent the same late fee.
 MAIL BY THE UNITED STATES PACKET.
 The United States Mail Packet is despatched on SATURDAY morning at 4 o'clock.

United States, Canada, Honolulu
It will be closed as follows:—
A.M., Registry ceases.
P.M., Post Office closes, but Corre-
spondence may be posted on board the P.
Late Fee of 10 cents extra Postage.
Time of departure.
The Post Office declines all respon-
sibility for Letters containing B.

I E N T I N G,
 SURGEON DENTIST,
 No. 10, D'AGUILAR STREET.
 TERES VERA MODERA
 Consultation Free.

MRS. GOSTLING
WOODFIELD, NORTHFLEET
RECEIVES BOARDERS (children
parents are abroad preferred).
A comfortable home in a large, well
situated in grounds of two acres. Use
of garden, and good library, seat in church
(if required). Every home comfort
and high position, and excellent wa

Special advantages for delicate children and education. Moderate Terms (for children) a reduction would be made for more than one.

Excellent References.

PRIVATE BOARD & RESIDENCE

MRS. FALCONER has - Vacant
Gentleman Resident. Board

teria View," Kowloon.
 Canton, 10th January, 1891.

CHINA OVERLAND TRADE
 the
COMMERCIAL JOURNAL for CHINA.
 &c. &c.,
 is published at the Office of the Hongkong
 & Shanghai Press on the Morning of the Departure
 of the English Mail,
 contains the
LATEST AND FULLEST T

INTELLIGENCE,
REPORTS OF MEETINGS
COMPANIES,
THE LATEST TELEGRAMS
together with the
POLITICAL AND GENERAL
of the Fortnight.
The "Trade Report" has a large
Hongkong, the Ports of China &
Philippines, Straits Settlements.

Whether the CAPTAINS, the AGENTS
will be RESPONSIBLE
Contracted by the Officers or
following Vessels having the
long. Harbor —
LPH. Ger. bk., Westergaard-
Karberg & Co.
LAWER, Brit. str., A. Webster—
ngton & Co.
ARTHUR, Brit. str., Neil Suan

Livingston & Co.
RO, Brit, str. A. George—Chinese
s. Middlem, Brit; str., Henderson
Lapnik & Co.
PETERS, British str., W. H. Farr
Gold, Karber & Co.
SWALLOW, Brit. bk, Maher—Ch
H. SMITH, Amer. sh., Brown
Bröckelmann & Co.
J. ROTON, Amer; sh., Geo. L. H
thers & Co.

4

SHIPPING IN PORT.

[illegible]